

1 BILL NO. 8-86-05-23

ATTACHMENT "A"

2 GENERAL ORDINANCE NO. G- 22-86

3
4 AN ORDINANCE AMENDING
5 THE CODE OF THE CITY OF FORT WAYNE, INDIANA OF 1974,
6 CHAPTER 21-1, 21-2 AND 21-3
7 WHICH ADOPTED THE COMPREHENSIVE PLAN FOR THE
8 CITY OF FORT WAYNE AS APPROVED BY
9 COUNCIL ON MAY 11, 1982 AND PROVIDED

10 WHEREAS, on May 11, 1982 the Fort Wayne City Plan Commission
11 and Common Council of the City of Fort Wayne adopted a Comprehen-
12 sive Plan for the City of Fort Wayne that promotes the orderly
13 physical and economic development in the Fort Wayne Community,
14 and provides for the promotion of public health, safety, morals,
15 convenience, order and welfare in the process of development in
16 accordance with the statutes of the State of Indiana; and,

17 WHEREAS, on _____ the Fort Wayne City
18 Plan Commission recommended the adoption of an Amendment to that
19 Comprehensive Plan; and,

20 WHEREAS, the required notice of public hearing by the Plan
21 Commission has been published as required by law; and,

22 WHEREAS, the City Plan Commission in accordance with the
23 Planning acts of the State of Indiana did hold a public hearing
24 on the Amendment to the Comprehensive Plan; and,

25 WHEREAS, it is in the best interests of the City of Fort
26 Wayne that such amendment be adopted;

27 NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE
28 CITY OF FORT WAYNE, INDIANA:

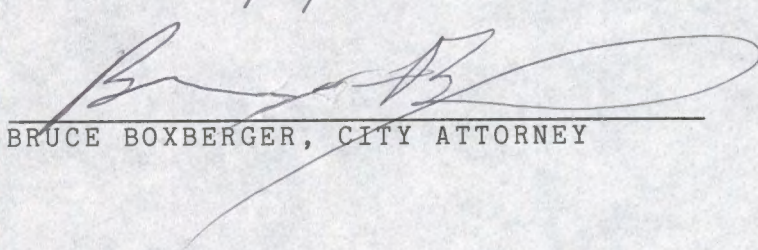
29 Section 1: Chapter 21, Section 21-1, and 21-2 of the Code
30 of the City of Fort Wayne are deleted and the following Sections
31 are substituted:

32 "Sec. 21-1. That the Comprehensive Plan for the City of
Fort Wayne contains data, text, maps, figures, and charts in
one or more of the following sections: Cover Page, Table of
Contents, List of Figures, Section I-Introduction, Section
II-Background Information, Section III-Policies and
Strategies, Section IV-Implementation, Appendix, the Urban
Service Area: Generalized Land Use Map and the Southwest
Sector Amendment."

1 "Sec. 21-2. That the Comprehensive Plan of Fort Wayne,
2 Indiana, dated May 11, 1982 is amended by adding the
3 Southwest Sector Amendment, April 21, 1986, which is hereby
4 incorporated by reference and made a part of this ordinance
5 and shall be in full force and effect from and after its
6 passage and approval by Mayor and due publication."

7 Section 2. Other than as specifically set forth herein all
8 other terms and provisions of Chapter 21 of the Code of the City
9 of Fort Wayne shall be unchanged and shall remain in full force
10 and effect.

11 APPROVED AS TO FORM AND
12 LEGALITY, 5/27/86

13 
14 BRUCE BOXBERGER, CITY ATTORNEY
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May 20, 1986

THE SOUTHWEST SECTOR AMENDMENT
TO THE
FORT WAYNE COMPREHENSIVE PLAN

SOUTHWEST SECTOR

THE GOAL: TO LIMIT GROWTH TO AREAS WHICH CAN BE ACCOMMODATED BY
EXISTING FACILITIES.

Proposed Land Use Pattern

General industrial development desiring to locate in the southwest portion of the community should be guided to sites in the immediate vicinity of Baer Field, rather than in areas west of the airport along the Lafayette Center Road/Indianapolis Road corridor and surrounding the General Motors site. Non-agricultural development surrounding the General Motors site should be limited only to those areas immediately west and south of the plant which are within the Urban Service Area. Such development should be of an industrial or industrially-related service use and must enhance the site design standards established by the General Motors project. While local government will not initiate rezoning petitions for real estate in these adjacent areas from the current Agricultural classification, favorable consideration may be given to rezoning petitions seeking an industrial category if the request represents either of two circumstances:

1. The project has a direct relationship to the General Motors plant and that its location in such close proximity offers identifiable benefits in the community's interest. No minimum or maximum acreage requirement is necessary in this instance.
2. The project represents an immediate and undivided use of ten or more acres by one industry with a development plan proposing site design features which will complement the site-screening and access standards established for the area. In this instance, no direct relationship to the General Motors project is necessary.

Rezoning petitions for real estate without an identified occupant are not encouraged in the areas immediately south and west of the General Motors site. In instances where the General Motors facility has created an undue hardship on the continued residential use of property immediately surrounding the plant site, the Board of Zoning Appeals may, pursuant to I.C. 36-7-4-918.4, give favorable consideration to use variance petitions for land uses of a non-retail nature.

AVOID LEAP FROG DEVELOPMENT

Urban development should be encouraged to locate in areas consistent with the adjacent growth strategy presented in the Allen County Comprehensive Plan. This development should be encouraged only within the confines of the Urban Service Area and should proceed from east to west in an orderly and sequential manner from Baer Field toward the General Motors site.

IMPROVE TRANSPORTATION FACILITIES

- A. Highway accessibility to both the Baer Field and to surrounding industrial sites should be improved by implementing several projects.
 1. Access from I-69 to the Baer Field area should be improved by construction of a new arterial connecting the I-69/Lower Huntington Road interchange with Dalman Road. The Fort Wayne Plan Commission recommends to the Urban Transportation Advisory Board that direct access from the new Lower Huntington Road/I-69 interchange to Baer Field be included in the update of the Year 2000 Transportation Plan. The specific location of this connection should be determined by a corridor study which is beyond the scope of this plan. However, the appropriate transportation planning agencies are urged to initiate such a study at the earliest possible date. Inasmuch as the majority of this corridor is beyond the Urban Service Area boundary, the arterial road should serve as a transportation link only and not as an industrial or commercial corridor. Therefore, public utilities should not be extended westward beyond the Robinson Creek watershed parallel to any future roadway. This policy is in support of and complements similar policy established by the Fort Wayne Board of Public Works and Safety.
 2. If the Ardmore Corridor concept is to remain in the Year 2000 Transportation Plan, immediate steps should be taken by the City of Fort Wayne to ensure that right-of-way is reserved between Lower Huntington and Dalman roads for its eventual construction.
 3. At least one highway grade separation at the Norfolk Southern rail line immediately east of Baer Field should be constructed to improve accessibility to the airport from the east. Since the ultimate location of the Baer Field terminal will play a major role in selecting the proper site for such a grade separation, detailed engineering should not be given until the Airport Master Plan is updated and adopted.

UPDATE AIRPORT MASTER PLAN

The Fort Wayne/Allen County Aviation Authority is strongly urged to prepare an updated Master Plan for Baer Field as soon as possible. Several critical land use issues in the vicinity of Baer Field depend upon the content of a revised airport master plan. The manner in which airport improvements are addressed such as the expansion or relocation of the terminal building, the location of a Foreign Trade Zone, the long-term need for parallel runways, and the scope of a land acquisition program, will have an impact on nearby development trends. Given the physical interrelationship between Baer Field and its surrounding environment, close coordination between the two Plan Commissions and the Aviation Authority is essential during revision of the master plan.

PROVIDE NECESSARY URBAN SERVICES

Continued efforts should be made by local government to ensure that a full range of public facilities are available to support industrial development around Baer Field.

Fire protection facilities should be planned so that the needs of the airport and the adjacent industrial areas can be met in an orderly, coordinated manner. Fire protection should be upgraded to a level appropriate for the intensity of industrial development existing and anticipated surrounding Baer Field.

Improvements to the Harbor Ditch interceptor sanitary sewer between the Baer Field Thruway and Winters Road should be made at such time as a major industrial development is proposed in that portion of the Urban Service Area south and east of Baer Field. Construction of the interceptor prior to such demand does not represent a cost-effective expenditure in comparison with other public facility needs in the community.

USE ZONING ORDINANCE TO PROTECT AIRPORT OPERATIONS

The Allen County Plan Commission should initiate rezoning of real estate west of Baer Field, between Smith and Coverdale roads, from the current residential classification to a district more compatible with airport operations. Given the large amount of existing industrially-zoned land already available in the immediate vicinity of Baer Field, the extension of general industrial zoning beyond the half-section line between Smith and Coverdale roads may not be appropriate at this time.

Consideration should be given to the merits of establishing special height limitations on new development in the vicinity of Baer Field either by the Aviation Authority, per its enabling legislation, or by incorporation into the applicable sections of the Fort Wayne Zoning Ordinance. Either measure would assist in preserving runway approach and clear zones from obstructions which would limit airport operations. To be effective, these

regulations must be coordinated with the purchase of easements and real estate by the Aviation Authority to prohibit the encroachment of development in runway approaches.

PREPARE NEW "LARGE LOT" INDUSTRIAL ZONING CLASSIFICATION

The Fort Wayne Zoning Ordinance shall be amended to include a new "large-acreage industrial user" classification. The new district regulations should be designed to accommodate a major industrial project representing a single user requiring a site of eighty (80) acres or larger. This classification should incorporate features to ensure quality site design and to minimize impacts upon surrounding real estate.

PURCHASE LAND TO PROTECT BAER FIELD

The Fort Wayne/Allen County Aviation Authority should implement a land acquisition program aimed at purchasing real estate which may be needed for future expansion of Baer Field as well as such additional parcels which may be necessary to adequately protect the airport from encroachment by non-compatible uses.

DISCOURAGE RESIDENTIAL DEVELOPMENT IN HIGH NOISE AREAS

Residential development should be discouraged in areas adversely affected by airport noise. Aircraft operations inherently create a substantial level of noise in areas surrounding an airport. Certain activities and land uses, such as industries, suffer only minimal adverse impact from this noise, while other uses, particularly outdoor and residential activities, may suffer serious interference from aircraft operations. If residential development occurs in these noise-sensitive areas surrounding Baer Field, pressure may be placed on the airport to limit aircraft operations in an effort to reduce their adverse impacts. The immediate area currently has few residential developments in noise-impact areas and additional residential development should be discouraged to minimize potential conflicts.

COOPERATE WITH OTHER AGENCIES REGARDING LAND USE ISSUES

The Fort Wayne/Allen County Aviation Authority, the Allen County Plan Commission and the Fort Wayne City Plan Commission should jointly take steps to minimize the potential for land use conflicts around Baer Field.

ENCOURAGE QUALITY INDUSTRIAL DEVELOPMENT PROXIMATE TO BAER FIELD

Aggressive steps should be undertaken by local government to encourage quality industrial development in the immediate vicinity of Baer Field. Primary emphasis should be given to assisting the private sector in providing a variety of sites targeted to the needs of small and medium-sized industries.

All proposals for development of the Urban Service Area south and west of the General Motors plant must provide for site plan review by the Plan Commission. Utilizing this review and approval process, the Commission, in coordination with local transportation officials, shall: 1) limit the point of access along Lafayette Center Road between Zubrick and Aboite Roads; and 2) discourage the construction of direct industrial access to Aboite Road.

Until such time as the Southeast Bypass is substantially completed, rezoning petitions to a commercial classification will not be favorably considered in areas surrounding the I-69/Lafayette Center Road and the I-69/Lower Huntington Road interchanges, nor at interchanges along the Southeast Bypass from Lafayette Center Road to and including State Road #1. This policy, as it applies to highway-oriented uses, will be reviewed after the Southeast Bypass is substantially completed.

Any land use changes in the vicinity of the Lafayette Center Elementary School must be compatible with the continued operation of that facility. Land uses which greatly increase traffic flow adjacent to the school site or which act as attractive nuisances jeopardizing the safety of school children, and therefore disruptive of the school environment, should not be permitted.

Additional commercial development serving local needs may be appropriate in the vicinity of the Indianapolis Road/Winters Road intersection (Nine Mile) if compatible with existing land uses.

Development within the Indianapolis Road/Lafayette Center Road corridor should not disrupt the existing agricultural atmosphere now present in that portion of the community.

- a. To maintain a quality industrial atmosphere, the private sector will be encouraged to place industrially-zoned acreage located north, east and west of Baer Field into planned industrial parks. Conversely, scattered, single-site "metes-and-bounds" development should be discouraged as it often leads to an uncoordinated and inefficient use of land and public facilities. Such scattered developments are often not required to adhere to restrictive covenants designed to maintain a quality appearance.
- b. The Commission should reclassify selected areas of general industrially-zoned land surrounding Baer Field into a planned industrial district. This action would subsequently allow Plan Commission review of development plans prior to industrial construction. This review process fosters improved site development by providing a method to ensure adequate buffering, access control, on-site stormwater retention and coordination in the provision of utilities. It may be especially important for enhancing compatibility between existing rural residential development and new industrial uses. Additionally, it encourages long-range planning for the use of entire parcels of real estate and discourages uncoordinated, piecemeal development.
- c. The full range of available economic development incentives should be utilized to encourage quality, well-planned industrial development on appropriately-zoned sites surrounding Baer Field. These incentives should also be used as a tool to promote quality site design and locational decisions which are consistent with the land use practices.

BE SENSITIVE TO FOGWELL FOREST NATURE PRESERVE

The Fogwell Nature Preserve, located in Sections 1 and 2 of Lafayette Township, represents a sensitive land area in the southwest portion of the community. Public and private sector development plans in the immediate area should afford special attention to this natural resource, particularly with regard to highway improvements.

Read +~~h~~ first time in full and on motion by E. Stier,
seconded by Stier, and duly adopted, read the second time
by title and referred to the Committee Regulations (and the City
Plan Commission for recommendation) and Public Hearing to be held after
due legal notice, at the Council Chambers, City-County Building, Fort Wayne
Indiana, on _____, the _____ day of
_____, 19____, at _____ o'clock _____ M., E.S

DATE: 5-27-86

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Stier,
seconded by E. Stier, and duly adopted, placed on its
passage. PASSED (LOST) by the following vote:

	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAINED</u>	<u>ABSENT</u>	<u>TO-WIT:</u>
<u>TOTAL VOTES</u>	<u>8</u>	_____	_____	<u>1</u>	_____
<u>BRADBURY</u>	<u>✓</u>	_____	_____	_____	_____
<u>BURNS</u>	<u>✓</u>	_____	_____	_____	_____
<u>EISBART</u>	<u>✓</u>	_____	_____	_____	_____
<u>GiaQUINTA</u>	<u>✓</u>	_____	_____	_____	_____
<u>HENRY</u>	_____	_____	_____	<u>✓</u>	_____
<u>REDD</u>	<u>✓</u>	_____	_____	_____	_____
<u>SCHMIDT</u>	<u>✓</u>	_____	_____	_____	_____
<u>STIER</u>	<u>✓</u>	_____	_____	_____	_____
<u>TALARICO</u>	<u>✓</u>	_____	_____	_____	_____

DATE: 7-8-86

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort
Wayne, Indiana, as (ANNEXATION) (APPROPRIATION) (GENERAL)
(SPECIAL) (ZONING MAP) ORDINANCE (RESOLUTION) NO. G-22-86
on the 8th day of July, 1986,

ATTEST:

(SEAL)

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Samuel J. Talarico
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana,
on the 9th day of July, 1986,
at the hour of 10:00 o'clock 10 M., E.S.T.

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 14 day of July,
1986, at the hour of 11 o'clock 11 M., E.S.T.

Win Moses, Jr.
WIN MOSES, JR., MAYOR

Admn. Appr. _____

DIGEST SHEET

G-86-05-23

TITLE OF ORDINANCE Comprehensive Plan Amendment**DEPARTMENT REQUESTING ORDINANCE** Community Development & Planning

SYNOPSIS OF ORDINANCE Ordinance amends Comprehensive Plan to
include the area around the General Motors plant within the Urban
Service Area. The amendment also proposes a land use pattern
for the area, as well as strategies and policies to be used to
obtain the proposed land use pattern.

EFFECT OF PASSAGE Area from Baer Field to the General Motors
plant is added to the Comprehensive Plan's Urban Service Area.

EFFECT OF NON-PASSAGE The area covered by the Comprehensive
Plan remains the same.

MONEY INVOLVED (Direct Cost, Expenditures, Savings) _____

ASSIGNED TO COMMITTEE (J.N.) _____

BILL NO. G-86-05-33

Committee of the Whole

REPORT OF THE COMMITTEE ON REGULATIONS *Committee of the Whole*

WE, YOUR COMMITTEE ON REGULATIONS TO WHOM WAS

REFERRED AN (ORDINANCE) (~~RESOLUTION~~) AMENDING THE CODE OF THE

CITY OF FORT WAYNE, INDIANA OF 1974, CHAPTER 21-1, 21-2 and 21-3

WHICH ADOPTED THE COMPREHENSIVE PLAN FOR THE CITY OF FORT WAYNE

AS APPROVED BY COUNCIL ON MAY 11, 1982 and PROVIDED

HAVE HAD SAID (ORDINANCE) (~~RESOLUTION~~) UNDER CONSIDERATION AND BEG

LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID (ORDINANCE)

(~~RESOLUTION~~)

YES

NO

[Signature]
[Signature]

BEN A. EISBART
CHAIRMAN

[Signature]
[Signature]

JANET G. BRADBURY
VICE CHAIRWOMAN

[Signature]

DONALD J. SCHMIDT

[Signature]

THOMAS C. HENRY

[Signature]

CHARLES B. REDD

CONCURRED IN

7-8-86

[Signature]
Samuel J. Talarico

SANDRA E. KENNEDY
CITY CLERK